

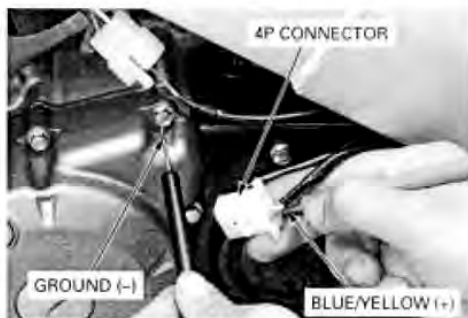
If the peak voltage measured at ICM connector is abnormal, measure the peak voltage at the ignition pulse generator 4P connector.

Disconnect the ignition pulse generator 4P connector and connect the tester probes to the terminal (Blue/Yellow and Ground).

In the same manner as at the ICM connector, measure the peak voltage and compare it to the voltage measured at the ICM connector.

- If the peak voltage measured at the ICM is abnormal and the one measured at the ignition pulse generator is normal, the wire harness has an open circuit or loose connection.
- If both peak voltages measure are abnormal, check each item in the troubleshooting chart. If all items are normal, the ignition pulse generator is faulty. See section 9 for ignition pulse generator replacement.

Install the removed parts in the reverse order of removal.



IGNITION COIL

REMOVAL/INSTALLATION

Remove the fuel tank (page 5-3).

Disconnect the spark plug cap from the spark plug (page 3-6).

Disconnect the primary wire connector.
Remove the two bolts and ignition coil.

Installation is in the reverse order of removal.



IGNITION CONTROL MODULE (ICM)

REPLACEMENT

Remove the fuel tank (page 5-3).

Disconnect the ICM 6P connector.
Remove the ICM from the rubber bracket.

Install the ICM in the reverse order of removal.

